

## REPORT

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**SUBJECT**

## Soviet Aircraft Production

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THIS IS UNEVALUATED INFORMATION

2. Throughout the report Zavelovo should read Savelovo.
3. Lyulkov in paragraph 2 should read Lyulka. In the same paragraph P-152 is perhaps an error for P-150 (SF-150).

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EVALUATION 25X1

PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

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REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS 25X1

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Information1. Model TL-014 Jet Engine 25X1

The model TL-014 jet engine was a completely new design which was developed by the aircraft engine group in Zavelovo after early December 1953. The only details remembered on this jet engine were that the static thrust was 3,000 or 3,200 kgp and the fuel consumption was 0.86 to 0.83 kgp/h.

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2. Lyul'kov-Type Engine for the M-152 Aircraft 25X1

The equipment for the model 152 Project with 2 Lyul'kov-type engines, each of 5,000 kgp, appeared insufficient, as the aircraft is scheduled to take off very quickly requiring a maximum take-off strip of only 1,000 meters. Another disadvantage of the equipment with 2 Lyul'kov-type engines when compared with the 4 TL-104 engines, is the fact that the failure of one of the 2 Lyul'kov-type engines would reduce the total power 50 percent, i.e. 5,000 kgp, while the loss of one of the 4 TL-014 engines would only decrease the combined output of 12,000 kgp to 9,000 kgp.

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3. Il'yushin-Type Propeller-Driven Transport 25X1

The previously reported output of 1,500 HP of the 14-cylinder engine was an estimation only. No exact figures could be remembered. The reported flying weight was also only a rough estimate. a new aircraft type was definitely concerned and only 18 had been manufactured in the USSR. The type designation IL-14 was mentioned

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only 18 aircraft of this type had been manufactured.

4. 100-Ton Transport Aircraft 25X1

in Zavelovo, no work was being done on a 100-ton project. however, studies were under way in Podberezhye on commercial aircraft of various sizes, including a 100-ton aircraft. the design of the latter project had not been assigned to the ministry. Work on the 100-ton transport was allegedly done by or under Dipl Ing Hans Wocke.

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Comment. The aircraft engine mentioned in paragraph 3 probably is a 14-cylinder twin-row radial engine of type Ash-82 with 1,680 HP or of type Ash-82 FNV with 1,825 HP.

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